

## TEN HERALD FANS READY TO DEPART

Contest Winners on Edge for  
World Series Games.

WILL WITNESS EVERY PLAY

Every Detail for Trip to Philadelphia Arranged, and Lucky Crowd Will Leave Tomorrow Morning for Scene of Battle—Best Seats in Grand Stand Procured for Guests.

With plenty of lung power to cheer their favorites in the greatest baseball classic, ten Washington fans who were voted the most popular enthusiasts in the capital are ready to depart early tomorrow morning for Philadelphia as guests of The Washington Herald.

All arrangements have been completed by the contest editor for a trip which will surpass any similar event. Since the result of the contest was announced, last Sunday, the winners have been on edge all week, and to-day they will receive the good wishes of their friends.

In charge of the contest editor, who will attend to every detail of the trip, the lucky contestants will leave over the Pennsylvania Railroad at 9 o'clock tomorrow morning, and will reach Philadelphia at noon.

Luncheon will be served on the train, and after the party has been registered at Green's Hotel, Eighth and Chestnut streets, the start will be made for Shibe Park, where the Athletics and the Cubs will clash in the opening battle of the series.

Will See Every Play.

Ten of the best seats in the grand stand have been procured, and The Washington Herald guests are assured they will see every play. The party will also witness Tuesday's game, and return to Washington Wednesday morning.

During the last week many letters and telephone calls have been received by the contest editor, the most interesting being a communication from Dan Quill, of the navy yard foundry. The letter follows:

Contest Editor The Washington Herald: I was most greatly surprised to find, upon reading the Sunday Herald, that I was one of the lucky number, though I had not been in the race. It has shown my friends and fellow workers in the navy yard much pleasure in my selection. I wish to express my sincere thanks to my shipmates of the navy yard who thought so hard and remained loyal until the last moment was made, not forgetting my unknown friends who gave me such grand support. Thanking the Contest Editor and all his staff for their fair and courteous treatment, wishing The Washington Herald the greatest of success in all its future undertakings, I am, very respectfully,  
DAN QUILL.

Navy Yard Foundry.

Foodies Extend Thanks.

Wilbur E. Foodies, another lucky contestant, also wishes to extend his thanks. Here is his letter:

Contest Editor The Washington Herald: It affords me the greatest pleasure as one of the winners in The Herald's baseball contest, to be selected through the columns of your paper, to my friends my heartfelt thanks and appreciation for the grand support I received from them from the very start of the race. I also wish to thank and congratulate The Herald for the clean, sportsmanlike manner in which the contest was carried on. Respectfully,  
WILBUR E. FOODIES.

Mr. Foodies, who is employed by Ham Adams, Ninth and G streets northwest, also captured one of the prizes awarded by the R. J. Reynolds Tobacco Company, of Winston-Salem, N. C., for one of the three most popular tobacco clerks in Washington.

"Time."

From Blue Bull. The learned counsel was annoyed at being interrupted, so warmly exclaimed: "I shall speak, sir, as long as I please!"

"You have already spoken, sir, longer than you please!" retorted the other side.

Conservation Wanted.

Candidate—What a fine baby?  
Baby—Aw, kiss me big sister! She kisses it and I don't.

## TO-DAY IN HISTORY.

### John Brown Begins Celebrated Raid—October 16.

It was on the morning of October 17, 1859, that the country, from one end to the other, was startled with the news that the United States arsenal at Harpers Ferry, Va., had been seized the night before by a band of radical abolitionists and colored men, and that the slaves of Virginia were rising against their masters. This report, in the latter case, proved untrue, for among the colored men Brown was able to secure but a very few recruits. But he had seized the arsenal on the 16th, and it was the beginning of his famous raid, which, for a time, caused great excitement and eventually led to the execution of Brown on December 2.

John Brown was a descendant of one of the pilgrims who had come over in the Mayflower in 1620, and when he began the trouble at Harpers Ferry he was nearly sixty years old. He had lived in various Northern States, and at an early age became a pronounced and radical abolitionist. He was married twice and had twenty children, all of whom shared with their father this fanatical idea regarding slavery.

His sons had gone to Ossawatimie, Kans., in 1834, when the question of slavery in that State was absorbing much attention. The father joined them in 1835. Everybody in Kansas seemed to be looking for trouble in those days, and the Browns—father and sons—were among the busiest seekers. In 1856 they were charged with having murdered a number of their opponents in that State.

Leaving Kansas, Brown collected as much money as he could from abolitionists there and in the North and started for Harpers Ferry, selecting that small town as the most available place to start his insurrection. He established headquarters on a farm in Washington County, Md., and worked for a long time among the colored people, arming them for action. The night of Sunday, October 16, 1859, the majority of the people at Harpers Ferry were at church. John Brown, with a band of twenty-two men, white and colored, marched on the place. His followers were not aware of his intention to seize the arsenal, and when they attempted to dissuade him, he replied: "If we lose our lives, it will be happy to die for the cause than our lives could be worth in any other way."

## TWO OF THE HERALD'S BASEBALL GUESTS.



JOSEPH BURROWS.



RICHARD L. EDWARDS.

## IN A MOTOR CAR THROUGH EUROPE

Joseph M. Stoddard Tells of  
a Ten-weeks' Tour.

LAUDS THE WONDERFUL ROADS

He Traveled 2,400 Miles and Had a Most Enjoyable Time, Although He Is Glad to Be Home Again—The Fashion of Touring Europe Is Growing—Traffic Regulations.

"I'm so glad to be home that I don't want to go away again."

This was the first remark that Joseph M. Stoddard, of the Cook & Stoddard Company, made when he came to his desk yesterday morning, after a ten weeks' automobile tour through Europe. "And yet," he added, "while I am in no hurry to go back again, I want to say that I never had a more enjoyable trip, nor one which could have been of greater value to me from an educational standpoint, nor one which was worth three times as much as it cost me. I am not in love with Europe, and yet I would not have missed the trip for anything."

"You took your Cadillac car with you?"

"Yes. It was in the hold of the steamer, and it was on the dock in Rotterdam and at my disposal within two hours after we landed. By the way, do you know that the fashion of taking your car with you is growing. Five years ago I do not suppose that five people took their cars over with them. This year at least 1,000 or 1,500 American automobilists shipped their cars, and after touring the Continent brought them back. There are not many American cars in Europe at the present time, but it is to the credit of our manufacturers that the cars made in this country are more than equal to anything made abroad. I had no apologetics to make anywhere because I was driving an American car."

Traveled Through Five Countries.

Mr. Stoddard started from Rotterdam with Mrs. Stoddard and toured through Holland into Germany. Then by way of Weissenbad and Baden-Baden and the Black Forest into Switzerland, where he spent some time at Zurich and Lucerne, being especially impressed with the Axenstrasse, the wonderful road which skirts the lake. Then back into Germany, spending ten days in Munich, and then traveling through France into Paris.

when eleven days were delightfully enjoyed. From Paris he ran down through the chateau country and circled around to Boulogne, from which port he crossed to Folkestone and thence to London. "When I started," he said, "I had no charts or maps or definite programme. I merely laid out the route between the big cities and then let circumstances do the rest. If I were to go back again, however, I would spend more time in England, or, rather, I would tour through England, Scotland, Wales, and Ireland. I only had four days in England and I wanted four weeks."

Impressed by the Roads.

"What are the most vivid impressions of your tour?"

"The roads, the roads, the roads," said Mr. Stoddard, with great emphasis. "I have always been interested in good roads, but we hardly know in this country what good roads mean. I traveled 2,400 miles in my automobile and I give you my word that the roads in Rock Creek Park, which are the best we know anywhere about, were more than equaled during the whole of the 2,400 miles. Even in the Black Forest the roads were perfect. In Holland the roads are built of stone blocks and are delightful to travel over. In France the roads are a dream. They are absolutely smooth and absolutely clean. Here is a photograph of a road in France, lined, as most of them are, by beautiful poplar trees. There was one stretch of that road where my odometer registered 114 miles before we came to even a curve, let alone a turn, and that turn was caused by a railroad crossing. Those roads, those roads, those roads! They will live in my memory forever. The speed of the road is the speed of your car. One day, running down through the Swiss country, we started at 9:30 and stopped to inspect two chateaus and one cathedral, and yet when we stopped at 6:30 o'clock we had run 168 miles. I could talk about these roads forever."

Traffic Regulations.

"Did you have any trouble with the authorities?"

"Not in the least. On the contrary, they do everything they can over there to make things pleasant and agreeable for the automobilist. The only exception was in Paris, where it took me eight days of red tape to get my license. Really, though, except for the pleasure of making trips to Versailles and other suburbs, I didn't care much for the Paris license. Let me tell you about Paris. The taxis run up and down the Champs Elysees at the rate of thirty miles an hour, and as there are no speed limits anywhere, the French chauffeur runs as fast as he can without incurring the charge of recklessness. I take off my hat to the French chauffeur. I am not a coward, but he takes chances that I wouldn't dare to take. And that reminds me, too, that all the talk about the magnificent traffic regulations abroad are absurd. Neither Paris nor London can hold a candle to New York in this respect. It is true that in London the procession of vehicles stops when the bobby holds up his hand, but even this does not compensate for the trouble which is caused by stopping on the wrong side of the curb. As for Paris, there are not any traffic regulations at all."

Thus, for several columns, did Mr. Stoddard chat interestingly about his trip. There is much more to tell—how he bought a luncheon basket outfit in Munich, and thereafter how he and Mrs. Stoddard had their midday meal at fresco along the roadside, how he brought back several hundred pictures of the hotels where he stopped, and the picturesque scenes upon which his eyes rested; how he managed to get along, despite the fact that pure American was his only language; how he traveled by day and found shelter by night. All this, however, must be left to the imagination; or, better still, let Mr. Stoddard take you into a quiet corner and tell you the whole story in such a way that you are convinced that automobilism in Europe is the greatest thing in the world.

MAKING RICE PAPER.

From the Detroit Tribune.

The so-called rice paper is not made from rice, as its name implies, but from the snow white pith of a small tree belonging to the genus Aralia, a genus represented in this country by the common sarsaparilla and the spikenard. The tree grows in Formosa, and, so far as is known, nowhere else. The stems are transported to China, and there the rice paper is made. It is used, aside from a number of other purposes, by the native artists for water color drawings, and sometimes it is dyed in various colors and made into artificial flowers.

The tools of the pith worker comprise a smooth stone about a foot square and a large knife or hatchet with a short wooden handle. The blade is about a foot long, two inches broad, and nearly half an inch thick at the back, and it is as sharp as a razor.

Placing a piece of the cylindrical pith on the stone, and his left hand on the top, the pith worker will roll the pith backward and forward for a moment until he gets it in the required position. Then seizing the knife with his right hand, he will hold the edge of the blade, after a feint or two, close up the pith, which he will keep rolling to the left with his left hand until nothing remains to unroll, for the pith has by the application of the knife, been pared into a square white sheet of uniform thickness. All that remains to be done is to square the edges.

If one will roll up a sheet of paper, lay it on a table, place the left hand on top, and gently unroll it to the left, he will have a good idea of how the feat is accomplished.

## AUTOMOBILE NEWS AND GOSSIP

Mr. Robert Callahan will take a party of baseball enthusiasts to Philadelphia to-day in his Amplex car. All expect to attend Monday's game at Shibe Park. They are Messrs. W. J. McNally, Louis W. Weaver, J. E. Powell, and E. J. Walsh. Messrs. Benjamin Woodruff, George Mills, and Charles Williams will also make the trip to-day in a Cadillac.

The Maxwell-Briscoe Washington Company reports the deliveries of Maxwell automobiles to Dr. C. C. Maebury, Dr. J. P. Briscoe, and A. L. Palmer.

Mrs. Frank B. Killian, accompanied by her mother, Mrs. W. Welker, of the Cumberland, will motor to-day to Atlantic City in an Apperson 30.

A pony tonneau Chalmers 30 has been delivered to William Kuhn by the Zell Motor Car Company.

Mr. Wilbur Beaumont, proprietor of a large garage in Reading, Pa., arrived in this city yesterday, having motored here from his home in a Studebaker. Mr. Beaumont is registered at the St. James.

According to R. H. Salmons, vice-president and general manager of the Seiden Motor Vehicle Company, 600,000 automobiles are in use in this country and the annual production of 200,000 cars a year for several years to come, this one field alone will be only partly covered.

Rodney Hoock and William Ragan will tandem to Philadelphia to-day on a Harley-Davidson motor cycle.

The Zell Motor Car Company has received five car loads of Chalmers cars, and among them is a limousine.

An annoyance to which American motorists have been subjected in Europe during the past season has been the petty persecution by officers in Switzerland. A multiplicity of laws and regulations in the various cantons of that country so bind down the motor car owner that touring there has been robbed of a great deal of its pleasure. Certain roads are barred during certain hours and different speed regulations almost make a course of legal instruction necessary before a tourist dares to venture across the mountainous little republic. In most instances tourists who have been detained by the Swiss authorities have simply paid their fines and left the country as the cheapest way out of the matter. During the last six months letters of protest galore have been published in the papers of Germany, France, Italy, and England.

Now, however, a concerted movement is on foot to do away with the annoyances of travel there. A tabulation is being made of the instances in which motor car users believe they have been dealt with harshly and these will be presented to the higher authorities of Switzerland. Needless to say the American and other tourists in France who are at the head of the movement will have the ardent support of that considerable body, the Swiss hotel keepers.

The road race in Philadelphia's beautiful playground, Fairmount Park, brought about the closest finish ever known in the history of automobile racing in the world. Ralph Mulford, driving the 46-horsepower stock champion Lozier, with its 544 cubic inches piston displacement, was only beaten out by 5.42 seconds by a six-cylinder car having 707 cubic inches piston displacement.

"I laughed when I first heard of races being won by seconds, but losing an additional cash prize of \$2,500 by a margin of less than six seconds has convinced me that seconds are valuable," was the comment of Mulford after the race.

Like other prominent industrial organizations who have the interest of their employees at heart, the United States Motor Company has adopted a co-operative plan whereby its employees may become stockholders and participate in the profits of the company. Nearly 12,000 employees are affected.

Since the formation of the United States Motor Company, President Briscoe has had this co-operative plan constantly in mind. He has worked the plan to completion, and has caused to be set aside \$1,000,000 worth of its 7 per cent cumulative stock, which is offered to dealers, branch house managers, and other employees, with participation in proportionate distribution of a block of common stock aggregating \$250,000.

Miller Brothers report the sale of a Velle car to A. V. Conover, of this city.

Hereafter the Sterns car will be handled exclusively throughout the State of Maryland by C. Cassard Schroth, the local agent. Mr. Schroth will open a large salesroom in Baltimore on November 1, and will carry a complete line of the Sterns models. Mr. H. E. Wagner, sales manager of the F. B. Sterns Company, has just closed the deal with Mr. Schroth, having arrived here from Buffalo in his "20-60" touring car.

Mr. Oakes, of the Parry factory, Indianapolis, Ind., was a recent visitor and guest of Mr. Barber, the Parry representative here.

Mr. Barber will drive a Parry roadster in the coming Washington to Richmond and return run, and is confident of capturing one of the handsome prizes.

A shipment of Washington cars has just been made to the Virginia Motor Car Company, agents for the Eastern part of Virginia.

A series of humorous incidents marked the weeks given to testing the Hudson "33" in the Allegheny Mountains. As is customary with all good cars, the Hudson had been put to every conceivable test around Detroit and Michigan. Sand hills had been negotiated and all the other customary stunts had been successfully done. Apparently the car was all right but harder tests had to be given it to satisfy its sponsors, so with Messrs. F. H. Trego and William R. McCulla, two technical experts, the car was sent to Pennsylvania.

"One of the funniest things happened on the trip," said Mr. McCulla, "was after we had hauled the Somerset, Pa., dealer up over the mountain range, a fierce grade for seven miles. We had five passengers in the car and went along on second speed. After we had reached the summit, the motor having refused to heat, the dealer made me drain all the water from my radiator and then offered to bet me that with fresh water, I couldn't climb to the summit again. He actually thought there was some chemical in the water to keep the motor cool. Of course, with fresh water in the radiator we made the second climb more cleverly than the first. Even then he didn't want to believe what he had seen."

Mr. John Keefe has recently placed an order for a Washington car, to be finished wine color striped in gold.

Mr. Melville Edwards has closed for the Agency of the Washington car for the Eastern part of Virginia.

J. A. Dix, Democratic nominee for governor of the State of New York and Thomas F. Conway, Democratic nominee for lieutenant governor have both recently purchased Lozier cars. They are ardent motorists and stand for good roads and other movements in which automobilists are interested.

Mr. W. W. Price has just received a Washington touring car, fully equipped.

The Sims Motor Company yesterday received the new 1911 model of the Haynes car, the make they represent here.

Theo. Barnes & Co. report the delivery of a Model "K," 35-horsepower Pullman, to Dr. Charles W. Richardson and a Model "O," of the same make of 35-horsepower, to Mr. Gustav Hartig.

The firm name of Charles E. Miller & Bros. will hereafter be known as Miller Bros.

Mr. C. E. Wheeler, the Eastern sales manager of the Owen Motor Car Company, is the guest of Miller Bros.

Joseph M. Stoddard, of the firm of Cook & Stoddard, arrived in the city last evening, having just completed an extensive tour of European countries in a 1911 model of the Cadillac car.

Mr. L. V. Hyson and Mr. H. Horner, of the Studebaker Company, were in Leesburg, Va., during the past few days looking after the interests of the company in that locality.

Mr. Clayton Graff, formerly connected with the Overland Sales Company, is now associated with Theo. Barnes & Co. as salesman for the Pullman automobile.

"KILL THE UMPIRE"

From Harper's Weekly.

According to bleacher law, there are three particularly justifiable motives for doing away with umpires. An umpire may be killed, first, if he sees fit to adhere to the rules and make a decision against the home team at a close point in the game.

Secondly, an umpire may be killed if he sends a member of the home team to the bench when the player in question has done nothing, absolutely nothing, but call the umpire names and attempt to bite his ear off—an umpire has no business to be touchy.

Thirdly (and this is a perfect defense against the charge of murder), an umpire may be killed if he calls any batter on the home team out on strikes when the player has not even struck at the balls pitched. That the balls go straight over the plate has nothing to do with the case.

There is ample proof at hand to show that killing the umpire is a distinctively American sport. Other countries have tried baseball, but they have not tried killing the umpire.

That is probably the reason why they have not waxed enthusiastic over baseball. For baseball without umpire-killing is like football without girls in the grand stand. It simply cannot be done.

That foreign countries know nothing about our king of outdoor sports was indicated forcibly when, in the fall of 1909, the Detroit team made a trip to Cuba under the management of Outfielder McIntyre. In the entire series of twelve games with the Havana and Almendares nines not one single objection was made by either the Cuban players or the silent Cuban spectators to a decision of the umpires.

The Americans did not know what to think of it—until they counted up the gate receipts at the end of the series. Then they realized that in their own country it is the delight of killing the umpire rather than the pleasure in watching the game that draws the tremendous crowds through the turnstiles.

The Retort Courteous.

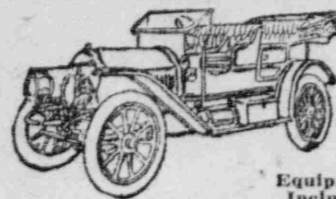
From Harper's Weekly.

"Now," said the suffragette orator, sweeping the audience with her eagle eye, "I see Mr. Dobbs sitting down there in the third row—a man who has condescended to come here to-night and listen to our arguments. He has heard what I have to say, and I think we should like to hear from him, and get a man's view of our cause. Mr. Dobbs, tell us what you think of the suffragettes."

"Oh, I c-c-couldn't, m-m-m'am," stammered Dobbs. "I r-r-really c-c-couldn't. T-there are l-l-l-l-ladies p-p-present."

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